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PERKIN, SON & RAYMENT
MANUFACTURE
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PHOTOGRAPHIC
CAMERAS, LENSES, MAGIC LANTERN,
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62, HATTON GARDEN, LONDON.

Hong Kong Daily News.

ESTABLISHED 1857.

HONGKONG, FRIDAY, SEPTEMBER 5TH, 1890.

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第十八百零一號

十一月七日

星期六

香港

1890年

九月五日

星期六

香港

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香港

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NOTICE.
Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed to the Manager, "Perkin, Son & Rayment," makers of "Optimus" photographic cameras, lenses, magic lanterns, microscopes, thermometers, spectacles, &c., &c. Orders for extra copies of the "Daily News" should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

Telegraphic Address "Press," Telephone No. 12.

NEW ADVERTISEMENTS.

TO LET.

THE UPPER FLOOR of House, No. 7, Caine Road, Possession 1st October. Apply to J. M. V. DE FIGUEIREDO, No. 5, Caine Road, Hongkong, 5th September, 1890. [1890]

ARARAT LODGE OF ROYAL ARK MARINERS. No. 264, E.C.

A REGULAR MEETING of the above Lodge will be held at the FREEMASONS' HALL, Zealand Street, on WEDNESDAY, the 16th instant, at 8.30 for 9 P.M. precisely. Visiting Brothers are cordially invited. Hongkong, 5th September, 1890. [1890]

THE AUSTIN ARMS HOTEL AND BUILDING COMPANY, LIMITED.

\$50,000 of this Company's DE BENTURES are now offered to the public in sums of not less than \$500 each, with interest at the rate of 5 per cent. non-interest.

For further particulars and forms of application apply at the Company's Office, 33, Queen's Road Central.

JOHN A. JUDD, Secretary, Hongkong, 5th September, 1890. [1890]

PUBLIC AUCTION OF OIL PAINTINGS, DIAMOND JEWELLERY, MARBLE CLOCKS, Etc.

THE Undersigned has received instructions to sell by Public Auction, on Saturday, the 11th September, 1890, commencing at 2.30 p.m., at the Sales Rooms, Dutch Street.

A V. Y. HARE COLLECTION OF OIL PAINTINGS, by well-known English Painters; a portion of the same have been exhibited at the Royal Academy of Arts in London.

(The City Government). A VALUABLE STOCK of DIAMOND JEWELLERY, comprising RINGS, STUDS, INS. EAR-DROPS, BROOCHES, BRACELETS, &c. &c. &c.

50 Handset MARBLE CLOCKS of different sizes, 6 and 8 Days. Clocks will be issued prior to Sale, the above will be on view on Wednesday, the 10th inst.

TIME OF SALE.—As customary. G. R. LAMBERT, Auctioneer, Hongkong, 5th September, 1890. [1890]

BENARIG. Captain E. LEATHARD will be on the 5th inst., and will be despatched on the 6th.

For Freight or Passage, apply to GIBB LIVINGSTON & CO., Agents, Hongkong, 5th September, 1890. [1890]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOTY AND FO. CHOW.

THE Company's Steamship.

HAITAN.

Captain Ashton will be despatched for the above port on the 7th instant, at DAYLIGHT.

For Freight or Passage, apply to DOUGLAS LIPKAT & CO., General Managers, Hongkong, 5th September, 1890. [1890]

FOR SHANGHAI, KOBE, AND YOKOHAMA.

THE Steamship.

QUEEN MARGARET.

Will be despatched for the above ports on or about the 11th inst.

For Freight or Passage, apply to ADAMSON, BELL & CO., Agents, Hongkong, 5th September, 1890. [1890]

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OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship.

Hongkong, 4th September, 1890. [1890]

AGAMEMNON.

Captain Wilding will be despatched as above on FRIDAY, the 13th inst.

For Freight or Passage, apply to BUTTERFIELD & SWINE, Agents, Hongkong, 5th September, 1890. [1890]

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE.

VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship.

SUBTAIR OF BELLE ISLE.

2484 Tons Register. Captain Grinn will be despatched for VANCOUVER, B.C., VIA INLAND SEA, KOBE, and YOKOHAMA, on TUESDAY, the 16th inst., at NOON. (Second class passage.)

To be followed by the S.S. ABYSSINIA, 28th inst., and the S.P.S. "7th October."

Connexion will be made at Yokohama with Steamers from Japan, Port, and at Vancouver with Pacific Coast Points, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic Mail Ships.

First-Class Rates granted as follows:

To Vancouver & Victoria, (Mex.) \$20.00.

To Montreal, New York, &c. \$20.00.

To Liverpool \$35.00.

To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Concurred invoices to accompany Cargo documents to Points in the United States should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on Board until 4 P.M. on the 17th inst.

All orders must be sent to our Office and should be addressed in full, and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight apply to ADAMSON, BELL & CO., Agents, Hongkong, 5th September, 1890. [1890]

NEW ADVERTISEMENT.

INTIMATIONS.

U. S. MAIL LINE.

THREE IMPORTANT FACTS

STANDARD LIFE OFFICE

THREE-HALF A MILLION STERLING

per annum is being paid in Death Claims year

by year.

THE FUNDS IN HAND amount to upwards of SEVEN MILLION POUNDS

STERLING and have increased 50

per cent. in the last 14 years.

THE LIVES who die annually replaced

by more than double the number of new

carefully selected lives.

ADAMSON, BELL & CO., Agents, Hongkong, 10th September, 1890. [1890]

THE MARINBURG FURNITURE COMPANY, LIMITED.

BEDSTEADS.

INTIMATIONS.



EMPIRE PALE ALE.

E	Pints per Dozen	\$ 1.50
M	Quarts per Dozen	\$ 2.50
I	9 GALLS. per CASE	\$ 3.00
R	18 GALLS. per CASE	\$10.00
E	SOLAR AGENT.	

HONGKONG TRADING CO., LTD.

At the Han & Holtz Co., Ltd.
Hongkong, 21st August, 1890.

WINES AND SPIRITS

APPOINTMENT.
A. S. WATSON & CO., LIMITED.
(ESTABLISHED A.D. 1841.)
HONGKONG.

We invite attention to the following old landed
Wines, all of which are excellent quality and
made for the most part by the best
houses, specially selected by our
London House and bought direct from the most
reputable Shippers, are imported in wood and bottled
by ourselves, thus enabling us to supply the best
Wines at moderate prices.

In ordering it is only necessary to state
the name and quantity of Wine or Spirit wanted,
and initial letter for quality desired.
Order through Letter Post or by Telegram
with full address.

PORTS. (For Islands and general use.)

Per Doz. Per Bot.
A. All Duro, good quality, \$1.00
Green Capsule.....\$1.00

B. White Superior quality, Red Capsule.....12 1.10

C. Fine Old Vintage, superior quality, Black Seal Capsule.....14 1.25

D. Very Fine Old Vintage, extra superior, Violet Capsule (Old Bottled).....18 1.50

SHERRIES.
A. Superior Pale Dry, dinner wine, Green Capsule.....6 0.80

B. Superior Pale Dry, dinner wine, Green Seal Capsule.....7.50 0.75

C. Mancasilla, Pale, Natural Sherry, White Capsule.....10 1.00

CC Superior Old Dry, Pale Natural Sherry, Red Seal Capsule.....10 1.00

D. Very Superior Old Pale Day, choice old Wine, White Seal Capsule.....12 1.10

E. Extra Superior Old Pale Dry, very fine quality, Black Seal Capsule (Old Bottled).....14 1.25

Per Case, Per Doz.
Quarts. Pints.

CLARETS.

A. Superior Breakfast Claret, Red Capsule.....\$12 6.10

B. Superior Very Old Cognac, Red Capsule.....14 1.25

C. Very Old Liqueur Cognac, Red Capsule.....18 1.50

D. Henniker's Finest Very Old Liqueur Cognac, 1872.....24 2.00

SCOTCH WHISKY.

A. Thorpe's Blend, White Capsule.....8 0.75

B. Wm. & G. Macmillan, Maliblue Blend, Blue Capsule, with Name and Trade Mark, 8 0.75

C. Watson's Abalone-Henbit, Red Capsule, with Name and Trade Mark.....8 0.75

D. Watson's H. K. & Co. of the Chinese Society, Maliblue Blend, Blue Capsule.....10 1.00

E. Watson's Very Old Liqueur Scotch Whisky, Gold capsule.....12 1.10

IRISH WHISKY.

A. John Jameson's Old, Green Capsule.....8 0.75

B. John Jameson's Fine Old, Green Capsule.....10 1.00

C. John Jameson's Very Fine Old, Green Capsule.....12 1.10

G. Wm. & J. Gorham, Boston Whisky, Gold capsule, with Name.....10 1.00

GIN.

A. Fine Old Tom, White Capsule.....4.50 0.40

B. Fine Unpeated, White Capsule.....4.50 0.40

C. Fine A. V. H. Geneva.....55 0.50

RUM.

Fine Old Jamaica, Violet Capsule.....12 1.00

Good Leeward Island.....\$1.50 per Gallon.

LIQUEURS.

Benedictine, Maraschino, Curacao, Remy's Cherry Cordial, Chartreuse, Dr. Siegert's Angostura Bitters, &c.

1-10.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to "The Editor," Hongkong, and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

The Daily Press.

HONGKONG, SEPTEMBER 5th, 1890.

It may be interesting at the present moment, when an attempt is being made to float a scheme for the connection of Canton with Kowloon by railway, to recall an effort made a quarter of a century ago to start a pioneer railway in Kwangtung. In the previous year, 1864, had been published Sir MACDONALD STEPHENSON's project for railways in China, and the vastness of the field afforded by this empire to railway enterprise, and all the improvements following in the wake of the iron road, had given rise to a great deal of discussion and speculation. The question evidently got beyond the domain of mere speculation, however, for in June, 1866, we find a meeting was held in Hongkong of those interested in the introduction of railways into China. The immediate subject of attention at this meeting was a contemplated experimental line between Canton and Fatsan, a distance of about twelve miles. A committee was appointed to ascertain the feelings of the Chinese authorities on the subject, and in due time to seek an interview with the Viceroy of the Two Kwangs to obtain his consent for the undertaking. A company had been already formed under the title of the China Railways Company, Limited, for the purpose of carrying into effect the enterprise as soon as leave should be granted, and it was fully expected that the British Minister at Peking would enter heartily into the views of the

Promoters and give them his powerful support. But unfortunately for the undertakings and its projectors they were more than a quarter of a century before the feelings of the Chinese officials. The time was not ripe for railways in China, and the Company formed with such sanguine hopes perished of inaction.

The promoters of the China Railways Company were not even correct in supposing that they would receive the support of the British Minister. Sir ERKNERWOOD ALCOCK, though disposed to back up his countrymen in most matters, held that it was impossible at that stage to put pressure on the Chinese Government in order to force it to undertake reforms or improvements. In a despatch to Lord STANLEY, then Minister for Foreign Affairs, in January, 1865, Sir ERKNERWOOD referring to the making of railways, opening of mines, &c., in China, writes:— "The working of mines and laying down of railroads and telegraphy not only involve a great revolution, social, political, and industrial, wherever they are introduced, but meet with other difficulties and objection. They are in conflict with popular superstitions sufficiently widely spread and deeply rooted in the minds of the people to make it impossible for any Government, however strong, to disregard them with safety. But it has already been shown that the present Government, under a minority of the Emperor and with insurrections in every province, is not strong, and, on the contrary, nearly powerless against the governing classes, when these are united to oppose innovations or reforms attacking either their interests or the national feelings or prejudices. But these are not the only objections and difficulties in the way of such schemes. They involve a great outlay of capital, which the Government is equally unprepared to supply, or to borrow from foreigners. If for no other reason than that it would lead to the latter's acquiring vested rights of capital and land in the interior." Sir ERKNERWOOD goes on to remark that the example of Egypt had not been lost on the Chinese Government, who objected to allow foreigners to acquire vested interests in China for fear they should be made a pretext for intervention by foreign Powers. In a further despatch to the Foreign Office, dated Peking, April 8, 1868, His Excellency gives his opinion again very plainly on the same subject. He says:—"I do not think it would be expedient to attempt the insertion of a clause in any new treaty to compel the Chinese Government to construct and work railways themselves, or to give power to foreigners to do so. I believe both railroads and telegraphs will come; and a beginning may not be so far off as outward manifestations of difficulty or repugnance on the part of the Chinese high authorities would indicate. . . . All my experience in Chinese affairs leads me to the conclusion that we do not advance but retard great innovations by seeking to deprive the Chinese Government of all free will and spontaneity. . . . By frequent discussion of important questions, whether of administrative reform or material improvements, the Chinese mind gets habituated to consider them in all their bearings, and at last ceases to look with alarm upon progress in any of these directions. In this way I think I see a gradual change, full of promise, even as regards the introduction of railways. And if they could be induced, of their own free will, to have a survey made for a short line between the capital and Tientsin; the port of Tientsin, from whence immediate practical advantages would result to the Government and population, a decision to undertake the work might very quickly and easily follow. But if any foreign Representative were to broach the subject and endeavour to bring about a prompt decision, I feel assured the result would be indefinitely postponed."

In the light of subsequent events, the above remarks will be seen to have unite prescience with sound sense. The Chinese continued for many years to fight excessive shyness of the hated and dreaded innovation. The toy railway was proposed by the Duke of Sutherland and others to present to the Emperor Tung Chih in 1873 was none too courteously declined; the mandarins would have none of it, and feared the young Emperor might be seduced by the novelty of the plaything to throw his weight in the scale for the introduction of the innovation. Again in 1876, when the little Woosung railway was constructed, the Chinese Authorities never ceased their opposition until they had effected its purchase, which was followed in 1877 by its being first closed to traffic and then torn up and shipped, plant, rails, and all, bodily to Formosa, there to rust and rot, and godowns, as much were they alarmed lest foreigners should acquire any interest in railways in any part of the Celestial Empire. Another decade passed, during which Sir RUTHERFORD ALCOCK predicted that alarm and repugnance faded from their minds, while instead was made manifest, through the Franco-China War of 1845, the advantages railways would give as means of transport. This fact was still more thoroughly brought home to their minds by the usefulness of the telegraph during that troubled time, and at length in 1888 the very line suggested twenty years before by the then British Minister, but stopping short at Tientsin, was constructed by a Chinese Company with Chinese capital. A great scheme for a grand trunk line, from near Peking to Hankow, with other strategic lines, has also been sanctioned by the Emperor; but it is still in progress, and the Chinese authorities on the subject of the Woosung line, which was to connect with the Woosung railway, have now agreed to let it go on to Canton, and other lines to follow.

The Board of Trade have been pleased to appoint Sir Henry G. CALCRAFT, K.C.B., Sir Charles LEHILL, K.C.M.G., Q.C., M.P., Rear-Admiral N. BOWLOW SMITH, Rear-Admiral Sir Robert MELVYN, K.C.B., Sir Digby MURRAY, Rear-Admiral Sir George S. N. R. K. C. WILSON, Captain C. G. WALLER, and Mr. WILLIAM WHITE, M.P., to the Committee of consideration of the Woosung railway, and to whom the powers of the Woosung railway were committed. Mr. G. STEPHENSON, M.P., Mr. MACLEWIS, Mr. THOMAS SUTHERLAND, M.P., Mr. W. C. BROWN, Captain C. G. WALLER, and Mr. WILLIAM WHITE, M.P., to the Woosung Committee of consideration of the Woosung railway, and to whom the powers of the Woosung railway were committed. The Woosung railway, which was to connect with the Woosung railway, has now been agreed to let it go on to Canton, and other lines to follow.

The following are the orders of the day for the meeting of the Senate, Board this afternoon.—Drainage of Hongkong Hotel, etc. Letters having reference to:—Drainage by law; Free public-latinies; Insolvent condition of East Point; Reopener of Balaklava under Order-in-Council; 7 & 1832; Action to be taken for the introduction of composite shipbuilding. The Woosung railway, which was to connect with the Woosung railway, has now been agreed to let it go on to Canton, and other lines to follow.

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The following are

TO BE LET.

TO LET.

RAIGELLACHEE, 8, BONHAM ROAD.

Apply to LINSTEAD & DAVIS.

Hongkong, 21st August, 1890.

TO BE LET.

TWO HOUSES at WILD DELI BUILDING, Wan Chai Road.

A BUNGALOW AND HOUSE on the UPPPER RICHMOND ROAD.

No. 1 RICHMOND TERRACE Sir Dwelling Room, English Kitchen, Few House, Conservatory, and well shaded Tennis Lawn.

Apply to HENRY HUMPHREYS,

Secretary,

HUMPHREY'S ESTATE AND FINANCE COMPANY, LTD.

Hongkong, 2nd September, 1890.

TO LET.

FIRST FLOOR of No. 11, Corner Ice House Lane, Queen's Road.

For particulars apply to THE CHARTERED MERCHANTILE BANK OF LONDON AND CHINA.

Hongkong, 11th August, 1890.

TO BE LET.

Just below Peak Flagstaff.

BAHAR LODGE—FURNISHED.

Apply to HUGHES & EZRA.

Hongkong, 18th April, 1890.

TO LET.

OFFICES on the SECOND FLOOR of 2, QUEEN'S ROAD CENTRAL, lately occupied by the New Oriental Bank, also the GROUNDFLOOR of the Building, suitable for Offices or a Store.

Apply to LINSTEAD & DAVIS.

Hongkong, 1st August, 1890.

TO LET.

TOP FLOORS of No. 21 & 22, POTTERY STREET, suitable for Offices or Photographic Studio.

CARMICHAEL & CO.

21 & 22, Pottery Street,

Hongkong, 31st July, 1890.

KOWLOON.

TO LET UNFURNISHED.

NOS. 4 & 5, VICTORIA VIEW, containing Drawing Room, Dining-room, S good Bedrooms, & a Capital Tennis Ground.

The rooms face the Harbour, and have a splendid view of Hongkong.

For further particulars apply to W. S. MARTIN,

2, Duddell Street,

Hongkong, 29th June, 1890.

TO LET.

NOS. 21 & 35, ELGIN ROAD, behind the Old Union Church.

Apply to ACHIE & CO.,

17, Queen's Road Central.

Hongkong, 19th July, 1890.

KOWLOON.

TO LET UNFURNISHED.

"KIMBERLEY."

BEAUTIFULLY Situated, containing 2 Double rooms, Drawing room, two Bed-rooms, and usual Quarters.

For further particulars apply to W. S. MARTIN,

2, Duddell Street,

Hongkong, 26th June, 1890.

TO LET.

NOS. 7 & 9, SEYMOUR TERRACE, OFFICES & CHAMBERS in Connaught House, Queen's Road Central.

No. 4, 6 & BAILEY STREET.

Apply to DAVID SASSOON SONS & CO.

Hongkong, 25th November, 1890.

TO LET.

TWO HOUSES at the VICTORIA PEAK near the Flagstaff, Immediate Possession.

Apply to E. JONES HUGHES.

Hongkong, 11th June, 1890.

TO LET.

NOS. 7 & 9, SEYMOUR TERRACE, OFFICES & CHAMBERS in Connaught House, Queen's Road Central.

No. 4, 6 & BAILEY STREET.

Apply to DAVID SASSOON SONS & CO.

Hongkong, 25th November, 1890.

NOTICE.

IN ADDITION to our present Business in the Colony as SALESMAN GENERAL BROKER, we desire to establish ourselves as GENERAL AUTHENTICATORS.

APCA BROTHERS.

68, Queen's Road Central.

NOTICE.

DURING my temporary absence from the Colony Mr. J. W. CROCKER is appointed ACTING MANAGER.

GEO. FENWICK, CO. LIMITED.

General Manager.

Hongkong, 31st March, 1890.

TO LET.

DESIRABLE OFFICES & GODOWNS, NO. 13, Praya Central.

Apply to STOLTERFOFT & HIRST.

Hongkong, 8th October, 1890.

TO LET.

NO. 17, BELLIUS TERRACE.

Apply to T. K.

Care of this Paper.

Hongkong, 16th August, 1890.

TO LET.

THE GROUND FLOOR of our OFFICES in BANK BUILDINGS opposite the Hongkong Hotel. A large Stone Treasury attached. The central position of these Premises makes them very desirable for OFFICES.

Apply to ADASWON, BILL & CO.

Hongkong, 5th July, 1890.

TO BE LET.

A GODOWN at WEST POINT.

ROOMS on SECOND FLOOR of (Marine) Telegraph House.

"BENJAMIN" PORTFOLIO.

BRENTZ POINT, BONHAM ROAD, with Tennis Lawn.

A WELL FURNISHED HOUSE, with Tennis Lawn.

Apply to SHARP & CO.

Telegraph House.

Hongkong, 29th August, 1890.

TO LET & FOR SALE

TO LET.

"EL NIDO" KOWLOON.

CONTAINING Drawing Room, Dining Room, Study, and 3 excellent Bedrooms. There is a large Grass Tennis Court, and extensive Grounds consisting of Flower and Vegetable Gardens, which is admirably suited for this Residence, which is admirably suited for the purpose of a Bachelor's Mansions, as it can be let for any period not exceeding 18 months. Materials Rent.

Apply to W. H. YOUNG.

Hongkong, 1st September, 1890.

TO BE LET.

TWO HOUSES at WILD DELI BUILDING, Wan Chai Road.

A BUNGALOW AND HOUSE on the UPPPER RICHMOND ROAD.

No. 1 RICHMOND TERRACE Sir Dwelling Room, English Kitchen, Few House, Conservatory, and well shaded Tennis Lawn.

Apply to HENRY HUMPHREYS,

Secretary,

HUMPHREY'S ESTATE AND FINANCE COMPANY, LTD.

Hongkong, 2nd September, 1890.

TO LET.

HOUSE No. 6, UPPER MOSQUE TERRACE, Gas and Water laid on. Possession late October. Apply to No. 44, same Terrace.

Hongkong, 1st September, 1890.

TO BE LET.

On favourable terms with immediate Possession.

TWO HOUSES at "MOUNTAIN VIEW," Peak District, near Peak's Gap. If sold part of the Purchase money can remain on Mortgage.

Apply to JOHN A. JUDD,

Secretary,

THE AUSTIN ARMS HOTEL AND BUILDING COMPANY, LTD.

Hongkong, 2nd September, 1890.

TO LET.

POSSESSION from 1st OCTOBER.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 3rd September, 1890.

TO LET.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st September, 1890.

TO LET.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st September, 1890.

TO LET.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st September, 1890.

TO LET.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st September, 1890.

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THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

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